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This is UNEVALUATED Information

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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S-E-C-R-E-T

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COUNTRY	USSR (Black Sea)	REPORT	
SUBJECT	1. Soviet Naval Activities in Black Sea Ports	DATE DISTR.	14 December 1956
	2. Soviet Naval and Air Activities at the Ports of Batumi and Poti	NO. PAGES	2
		REQUIREMENT NO.	
DATE OF INFO.		REFERENCES	
PLACE & DATE ACQ.			

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. [redacted] reports, attachments a through k, regarding Soviet naval and air activities in the Black Sea area [redacted] 25X1
- a. Two-page report, with an appending sketch, about port controls, facilities, installations, air activities, and activities of the port and naval activities at the port of Batumi [redacted] 25X1
- b. Two-page report, with an appending sketch, about port facilities, installations, Soviet merchant and naval vessels at the port of Novorossiysk [redacted] 25X1
- c. One-page report concerning diving tenders, minelayers, minesweepers, and a concrete-hulled vessel at the port of Novorossiysk [redacted] 25X1
- d. Two-page report about navigational aids, port facilities, Soviet naval vessels, and observations of port improvements at the port of Novorossiysk [redacted] 25X1
- e. One-page report about port facilities, Soviet, Egyptian, and Israeli tankers loading oil, Soviet naval vessels, port personnel, and activities of coastal searchlights at the port of Tuapse [redacted] 25X1
- f. One-page report about Soviet naval and merchant vessels, port facilities, and port communications center at the port of Poti [redacted] 25X1
- g. Two-page report, with four pages of sketches appended, with gives information about Soviet destroyers engaged in surface gunnery exercises, Soviet mine laying and sweeping exercises, small high-speed craft, seacoast artillery practice, air activity, floating dry dock, Soviet naval vessels, harbor dredging, and controls at the port of Poti [redacted] 25X1

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC					
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(Note: Washington distribution indicated by "X"; Field distribution by "#".)

-2-

h. One-page report about Soviet naval vessels and repair facilities at the port of Novorossiysk [redacted]
[redacted]

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i. One-page report about import and export items, port improvements, ship repair activities, and navigational aids at the port of Novorossiysk [redacted]
[redacted]

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j. Two-page report about mine-sweeping exercises, port facilities, and Soviet merchant vessels at the port of Novorossiysk [redacted]
[redacted]

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k. One-page report about Soviet naval vessels in the vicinity of Kerch-Yenikale Strait [redacted]
[redacted]

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2. Soviet Naval Vessels: Two Soviet cruisers and two destroyers arrived at Novorossiysk on 17 August. The cruisers moved along the harbor side of East Breakwater. They were of the same type. They had single stacks, two masts and were armed with two turrets with dual mounts forward and a single turret with dual mounts aft. Four or five smaller guns were mounted along the rail.

[redacted] these cruisers were engaged in surface firing exercises approximately 40 miles southwest of Novorossiysk. A destroyer was towing the target. One of the cruisers fired a single round which splashed beyond the target. A mist began to fall and firing was terminated.

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3. Repair Facilities: A floating drydock was moored near East Breakwater [redacted]

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Attachment H

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2. Commercial Activity: Despite a shortage of labor the port of Novorossiisk is operating on a 24 hour schedule. Large numbers of exports and imports are passing through this port. The principle exports are cement, petroleum products, grain and various ores.
3. Port Improvements: As a part of the current Five Year Plan, the damaged wharf [redacted] is being repaired. One crane and two or three diving teams were employed in this repair project. Steel plates removed from the hulls of sunken ships near Site #6 were being piled on the wharf at the Timber Basin. The wharf at Site #7 has been repaired and is being paved by military labor gangs.
4. Ship Repair Activity: A tug boat was being repaired in the floating drydock.
5. Navigational Aids: The characteristics of the Bosh Point light have been changed. It is now operating on a group of four flashes in six seconds followed by a ten second eclipse.

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Attachment I

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On 18 September a Soviet minesweeper, [redacted] was sighted sailing south in Kerch-Yenikale Strait. One gun was mounted forward and two aft. The forecastle extended aft to the bridge. Sweeping gear was visible near the stern.

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Six minesweepers of the same class were moored in Kamish-Baranski. [redacted]

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Two minesweepers, of the same class as above, were observed engaging in minesweeping exercises with smaller vessels off the fort at Yenikale.

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These vessels are 50 to 60 meters long and carry radar mounted on a single pole mast. The single stack is raked aft. The forecastle extends aft to a point immediately abaft the bridge. A single turret with dual mounts is carried forward and a dual mount of the same caliber is carried aft. Anti-aircraft armament consists of four dual mounts with one pair port and starboard forward of the bridge and the other pair in the same arrangement just forward of the stack. (Comment #2). These vessels were driven into Novorossiysk three hours later by a violent gale with heavy rain which began about 0600.

2. Port Facilities: A large grain elevator is located 700-800 meters "ahead" of Pier #3. The grain is carried in pipes to three loading positions on the wharf. According to the foreman in charge, each loading spout has a capacity of 100 tons per hour.

A large, newly painted floating drydock, with the words "ATTENTION SLOW SPEED" in Russian and English on the side walls, was moored near the Eastern Mole. A cargo vessel was in the dock.

3. Merchant Vessels: A large Soviet tanker, moored "in the inner section of the Eastern wharf", was loaded in a very short time.

[redacted] vessel, which had been moored at anchor outside the harbor, was driven ashore near the Communist Works in the gale which began at 0600. The grounding caused a crack in the stern [redacted]

[redacted] Comment #1. Osenniy Valley [redacted] coast approximately nine miles

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After the ship was moored to the quay, an INFLANT official, two customs officers, and an official to handle the loading boarded. The seaman identification cards were checked against a list of personnel; they did not consider it necessary to see the personnel. Without searching the ship, they said the inspection was completed. They departed, taking with them the identification cards.

Passes permitting the ship's personnel to go ashore were brought to the ship the evening of the same day; there were no time restrictions on the liberty. An armed sentry was stationed on the quay.

2. Port Facilities, Installations and Activities: Outside the Petroleum Mole there was a steel net of sufficient length to close the harbor. One end was fastened to a buoy and the other to the mole. Informant's sketch shows the location of this net.

Most of the petroleum handled was loaded aboard ships at the Petroleum Mole on which the transfer pipes could be seen; the large tankers were handled there. Smaller tankers were loaded at the eastern end of the harbor at offshore wharfs #4 and #5, sites #4 and #5 [redacted] 8,000 to 20,000 ton tankers were moored at sites #1 and #5 of his sketch. Two or three hoses were used at the same time to load the tankers; [redacted] the largest could be loaded and ready to sail in 24 hours. Three tankers, [redacted] loaded and sailed [redacted]

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Two Soviet ships arrived in Batumi a day apart; they moored at Quay #8, site #10 [redacted] discharged passengers and cargo, and sailed again

attachment A

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[REDACTED]

The maritime agency, INFLOAT, had its quarters in the upper floor of a two-storied building located across the harbor from the Petroleum Mole. The INFLOAT agent was a tall, husky man about 50 years old.

A policeman and a customs officer were on guard at a gate to the south of site #11. About 30 to 40 meters south of this gate there was a building in which a great many police agents were observed.

Twelve motor fishing boats were moored from the stern to the quay at site #11 in front of the park. These boats were active every day; they sailed out of the port at 0600 hours and returned when it was beginning to grow dark. When both leaving from and returning to the port, these boats were delayed at the end of the Petroleum Mole for an examination. The catch of fish was unloaded at their moorings, at which there was a small fish market.

3. Air Activity: [REDACTED] a jet plane flew over every 15 to 20 minutes from the southeast to the northwest. At about 1400 hours on 25 January, [REDACTED] three jet planes flying from southeast to the northwest at a high speed and altitude. The wings of these planes were gray in color and set well aft on the fuselage.

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4. Naval Vessels and Activities: [REDACTED] ship was about 5 to 7 miles off the coast on a course of 070° enroute to Batumi. [REDACTED] a Soviet patrol boat anchored 2 or 3 miles off the coast at Makrales and another at a similar distance off Kakhaber. When [REDACTED] ship had closed to a distance of about one mile from the first boat, both sailed toward Batumi at a speed of 18 to 20 miles per hour. Three hours later, when approaching Batumi, these boats were seen leaving the harbor. They took up a course of approximately 040° at a speed of about 20 miles per hour.

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When departing Batumi [REDACTED] two patrol boats were again seen off Makrales and Kakhaber.

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The patrol boats were described as being dark gray in color and 18 to 20 meters in length with a flush deck. There was a small mast but no stack or radar. Forward, there was a small caliber gun without a shield.

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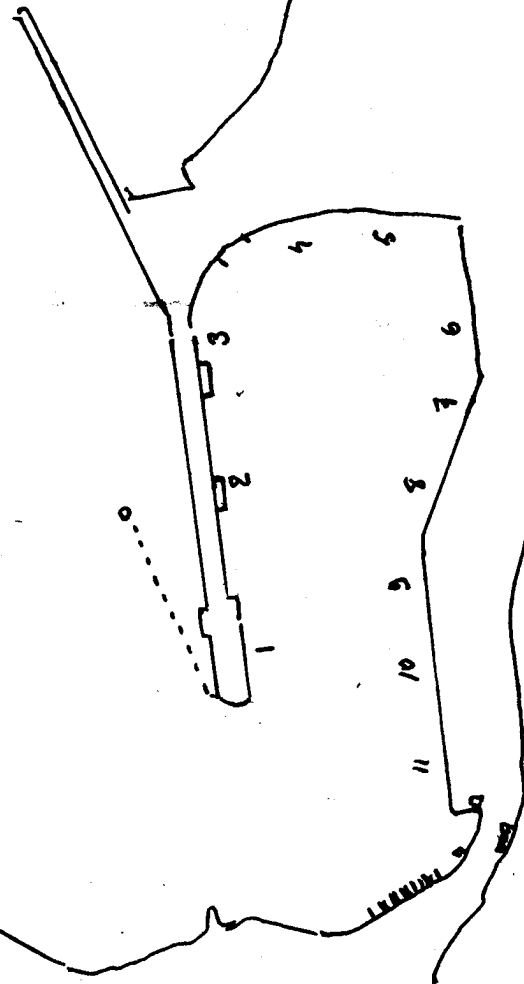
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2. Port Facilities, Installations and Activities: [redacted] there were no cranes or warehouses on the pier but that there was a large quantity of timber. [redacted] ship used its own facilities to load timber. A small floating crane was moored [redacted]

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Across from the pier at which [redacted] ship was moored there was a large three-storied building, about 100 meters long by 30 meters wide, [redacted] identified as a fish market. Thirteen fishing boats and four small vessels equipped with refrigerating systems were moored by the stern to the wharf in front of this building. At intervals of four or five days, five or six of these fishing boats would depart in the morning and return to port in the evening.

Twenty small fishing boats were moored by the stern to the quay between Pier #6 and Pier #7. [redacted] none of these boats went out to sea.

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Pier #6 was being extended by earth and stone fill. Some 50 to 60 meters off the pier, a small floating crane and four diving tenders were engaged in the process of salvaging a sunken vessel.

A tanker was refloated from the floating dock [redacted] Three freighters, one each week, were drydocked to have their keels cleaned and be painted and were floated again.

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3. Merchant Vessels: [redacted] a Soviet ship moored at Pier #7, loaded wheat, and departed.

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Attachment B

SECRET [redacted]

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[redacted]

these vessels sailed out of the port in the morning and returned in the evening. They were about 60 to 70 meters long, and had flush decks, a tripod mast set close to the bridge, and a single, slightly raked stack. They were armed with a shielded gun forward of 8.8 cm in caliber, a three or four barreled machine gun aft of the stack, and sixteen depth charges - eight on each side on double rails. [redacted] the vessels had a radar antenna "in the form of a clove" at the top of the mast; in the center of the antenna there was an electric lamp with horizontal alignment. These vessels were painted dark gray. [redacted]

[redacted]

[redacted]

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The fifth vessel appeared to be an old type destroyer. No activity was observed around this vessel [redacted] two tugs approached the vessel, lifted its anchors, and anchored it a little ahead. [redacted] this vessel might have been under repair. It had two shielded guns forward and two aft; no radar was observed.

[redacted]

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[redacted] a target for gunfire at sea was lying on the quay between Pier #5 and Pier #6. It was about 50 meters in length and was equipped with radar reflectors.

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[redacted] ship departed the port of Novorossiysk [redacted] a submarine was observed at anchor. The vessels described above were in the port [redacted]

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[redacted] Comment: The naval vessels [redacted] with the exception of the submarine, were probably moored at the head of the Timber and Naval Basin.

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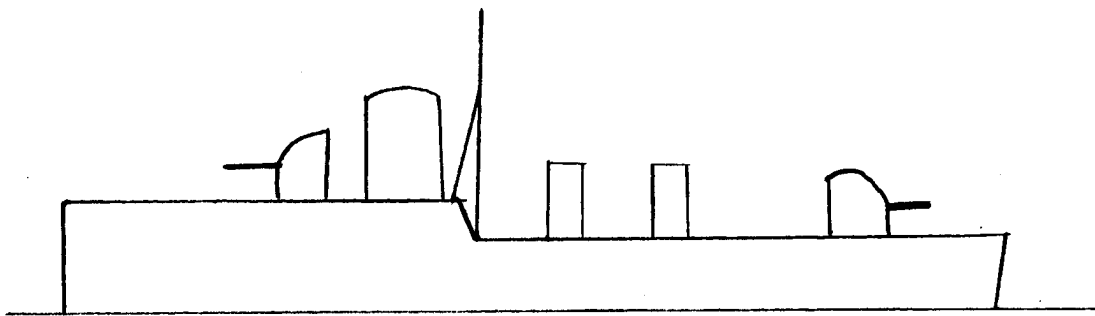
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Att [redacted]

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SECRET, [redacted]

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[redacted]

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2. Blue Iron/Destroyer: [redacted] a vessel [redacted], which had previously been seen engaged in minelaying and sweeping exercises off Peti, was anchored near Pier 3. [redacted] (Comment #3). Two of the diving tenders were moored along the pier-stem.

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3. Concrete-hulled Vessel: A concrete-hulled ship, 50 meters long, was moored stern to between Piers 1 and 2. [redacted] (Comment #4). The only deck visible was a small gray spar deck. The anchor lines ran through port and starboard hawse pipes in the bow. The deck line was straight.

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4. Departure from Novorossiisk: [redacted] ship departed Novorossiisk [redacted]
[redacted]

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attachment C

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2. Port Improvement: The pilot on [] ship reported that a great many sunken ships had been removed from the harbor. Several salvaged vessels, including a submarine, were "behind" the Passenger Pier.

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3. Navigation Aids: A buoy was moored off the ends of the Passenger Pier and the Standard Oil Pier. A red light burned after dark on the shear-legs on the [] Pier.

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4. Port Facilities: The shear-legs on the [] Pier had four, fixed legs. A floating drydock, containing a ship, moored on the northern side of the East Breakwater. A floating crane with a tripod base and a capacity of approximately 90 tons was in the port.

5. Naval Vessels in Port: Two destroyers and five coastal patrol vessels were moored stern to stern on the west side of Pier #2. The destroyers were 70-75 meters in length, flush-decked and had single stacks raked aft. They had a single mast "slightly reinforced". Armament consisted of a single mount forward and aft. Radar was similar to the American SO series and was mounted on the mast. All of these vessels used shore-supplied electric power. The destroyers did not leave their berths during the reporting period. Each day one or two of the coastal patrol craft departed Novorossiysk and returned between 1800 and 1900 the same day. The crew of the destroyers and patrol vessels carried on rowing practice after 1600 hours each day in boats with three pairs of oars.

6. Naval Vessels at Sea: [] ship was challenged by a Soviet destroyer off Sevastopol. The destroyer, on a course of 140° and steaming at 18-20 knots, requested by blinker signal [] ship. The ships were one to one and a half miles apart at the time. After receiving a reply, the destroyer altered course and sailed toward Sevastopol. The destroyer had one stack and one mast. It was larger than

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Attachment D

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the two destroyers berthed at Novorossiisk.

[redacted] five Soviet "speed boats" were observed eight to ten miles off Cape Moganon (44°47'N., 35°06'E.). They were sailing a 240° course, in line astern, at a speed of fifteen to eighteen knots. They passed [redacted] ship at a distance of 150-200 meters. Only their running lights were lit.

Attachment D

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[REDACTED]

2. Port Facilities: South Male can accommodate three ships of 5000-8000 tons each. Two of the four cranes on the South Male are equipped for ore handling. The other two cranes are employed in handling general cargo. There were no oil storage tanks on the Oil Pier. 25X1

3. Port Activity: Soviet tankers were continuously loading at the Oil Pier. [REDACTED] tanker, each of approximately 10,000 tons, were loading at the Oil Pier. 25X1

4. Naval Vessel: A three masted naval training vessel, of 3000-4000 tons, was berthed in the Shipyard Quay area.

5. Port Personnel: The pilot who brought [REDACTED] ship into the port said that he was tired from overwork as the other two pilots were not on duty. One was sick and the other on vacation. 25X1

A 50 year old Infleet official, [REDACTED] revealed that he had been transferred from Novorossiysk three months before. [REDACTED] 25X1
25X1
25X1

The stevedore foreman was entertained on board one evening. He explained that though all port personnel had been forbidden to accept any food or drink they were now happy to receive them.

Stevedore gangs, composed of men and women, worked on a 24 hour, 3 shift schedule.

6. Coastal Searchlights: During [REDACTED] stay in Tsapso, searchlights swept the near shore areas from 2200 to 2400 each evening. No observations were made after 2400. 25X1

Attachment E

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2. Naval Vessels: A 15,000-18,000 ton passenger vessel in use as a Soviet naval training vessel was at anchor in the Outer Harbor [redacted] This ship had a single mast and funnel. Radar and red antenna were carried on the bridge. A large number of 17-18 year olds in naval uniforms were aboard. [redacted] after [redacted] vessel had moved to the Grain Quay, this ship berthed along the south side of Middle Mole.

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Eight Soviet destroyers and four patrol boats were moored stern to at the Naval Base. One of these destroyers was dispatched for patrol duty each day. The patrol was carried on both day and night. Three destroyers, slightly larger than the eight mentioned above, were undergoing repairs.

Three destroyers were berthed at North Quay. An old destroyer was moored stern to at the Grain Quay.

A radar target for naval surface gunnery practice was observed at South Mole. The hull of the target ship was built of steel. Five sheets of cloth, in addition to the radar reflector, were mounted upon it. [redacted] the target was towed by a large tug to a position about three miles south of Peti. It was then returned to a mooring 500 meters to seaward of the western breakwater.

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3. Dockyard Facilities: A large floating dock was seen in the harbor of Peti.

4. Merchant Vessels: Soviet merchant ships were loading a black ore at the North Mole Quay and discharging wheat at the Grain Quay. The ore was brought to the wharf in railroad cars. A British ship was berthed alongside South Quay.

5. Port Communications Center: Two radio antennas and a searchlight were mounted on the roof of a three-story building at the western end of Middle Mole. A Soviet marine performed sentry duty at this building.

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Attachment F

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Apparently radar fire control equipment was a target was towed to these exercises by a tug (Sketch #9). Firing was carried on throughout the day and night. The destroyers were 35 to 40 meters in length.

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Funnels were capped and raked aft. They were flush decked with a high sheer in the bow. Main armament consisted of two forward turrets with single mounts and one after turret with a single mount. A dual mount anti-aircraft weapon was installed abaft the after turret. Two machine guns were mounted forward of the after turret. Radar was installed on the tripod mast and above the bridge. Torpedo tubes were mounted abaft the funnel. Destroyers carried a vertical rod antenna on their masts. This distinction can be seen by comparing sketches #2 and #3. A unit of this class is shown in Photo #1. (Comment #1). After the exercises were completed the target was seen being towed back to port with the cloth badly torn.

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2. Soviet Mine Laying and Sweeping Exercises: Mine laying and sweeping exercises were carried out about 10 miles to the west of Poti by Soviet naval vessels. (See sketch #8).

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These vessels were 30 to 40 meters in length and had a single pole mast upon which radar was mounted. Stacks were raked aft. The deckline broke immediately abaft the bridge at which point a step down occurred. The armament of this class consisted of a single turret with dual mounts forward and a dual mount of the same caliber on a platform aft. Anti-aircraft armament consisted of four dual mounts with one pair port and starboard forward of the bridge and another pair forward of the stack. These vessels carried mine sweeping, mine laying gear and davits on their sterns.

Each day two of these vessels put to sea, returning to Poti in the evening.

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Attachment G

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4. Seacoast Artillery Practices: [redacted] a tug, [redacted] called from Peti, with a target in tow. Later, the sound of gunfire was heard 5-6 miles west of Peti. [redacted] the small caliber guns mounted southwest of Lake Palcootom were engaged in target practice. Three guns fired together. Firing continued intermittently [redacted]

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5. Air Activity: Soviet land and water based aircraft participated in the naval gunnery practice described in paragraph 1 above. The land based aircraft operated from the airbase east of Peti. [redacted] the water based aircraft were based at Lake Palcootom.

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6. Floating Drydock: [redacted] ship moved to a berth alongside the Northwest Quay in the Inner Basin. (Site #3 on Sketch #1). A floating drydock was moored immediately to the south of the Marine Railway in the Inner Basin. (Between Sites #5 and 6 on Sketch #1). Two destroyers, similar to those described in paragraph 1 above, were being repaired in the drydock.

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7. Naval Vessels in Port: [redacted] the six destroyers which had taken part in the gunnery exercises, berthed stern to, facing west, along the wharf north of Site A on attached sketch. The four mine layers/sweepers referred to in paragraph 2 above moored stern to, immediately north of the destroyers. Many "speed boats" and "port monitor boats" were seen in the naval base. (See Sketches 4, 5, 7, 10 and 11). Each day [redacted] ship was in port, one of the destroyers loaded supplies from the breakwater on the western side of South Harbor, (Site B on Sketch #1). A large vessel in camouflage paint was berthed on the southern side of Middle Mole. (Between Sites #13 and 14 on Sketch #1). This ship had one stack and two masts.

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8. Harbor Dredging: Dredgers were working at the entrance to Outer Harbor and the passage between the new wharves which will separate the naval base area from the remainder of Outer Harbor.

9. Harbor Entrance Controls: The steel buoys of the submarine net were seen on the inner and eastern side of the seaward entrance to Outer Harbor.

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10. Soviet Cruisers: [redacted] ship was sailing from Peti, two Soviet cruisers were at anchor off Peti. [redacted]

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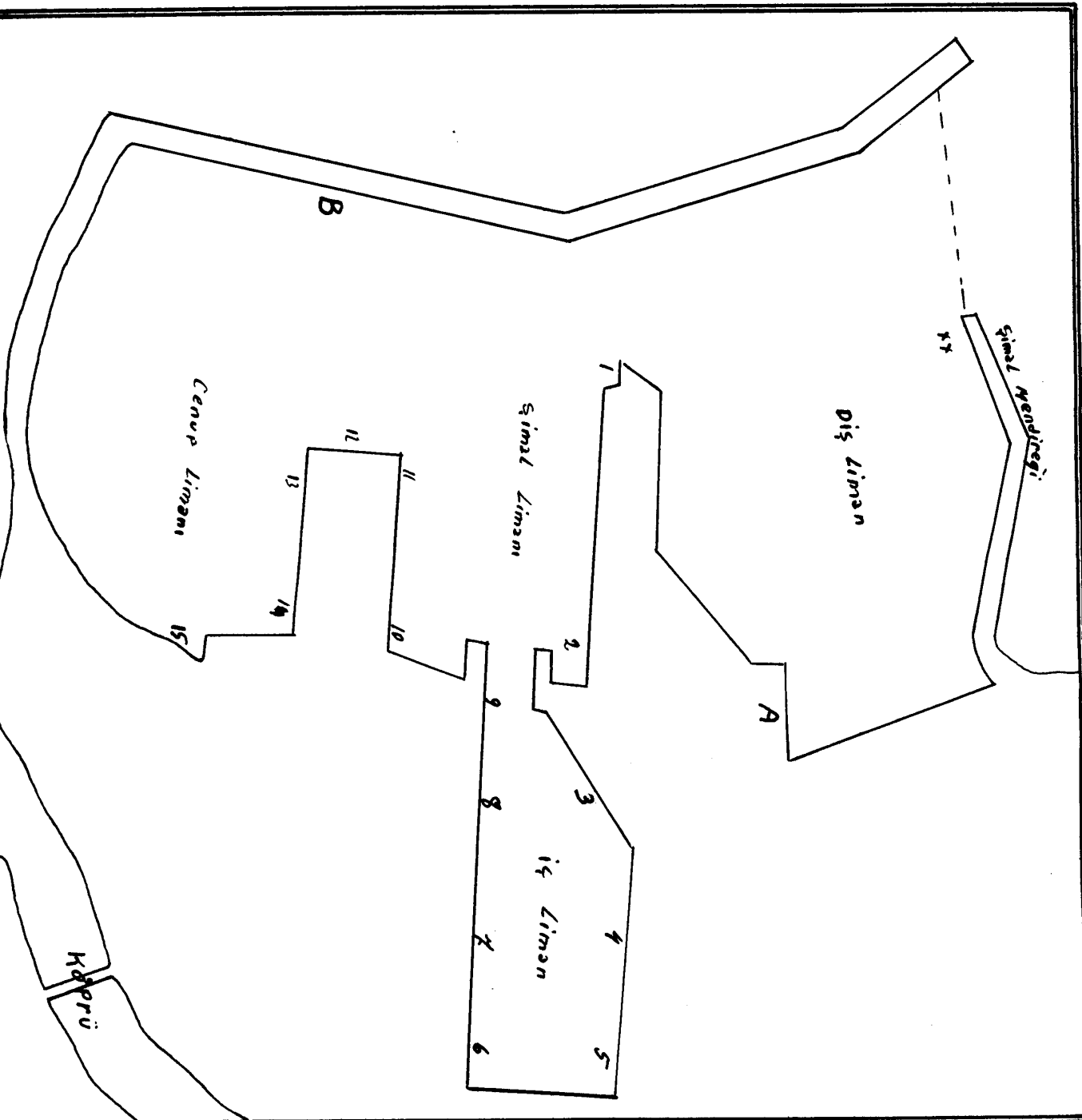
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POTI

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Attachment G

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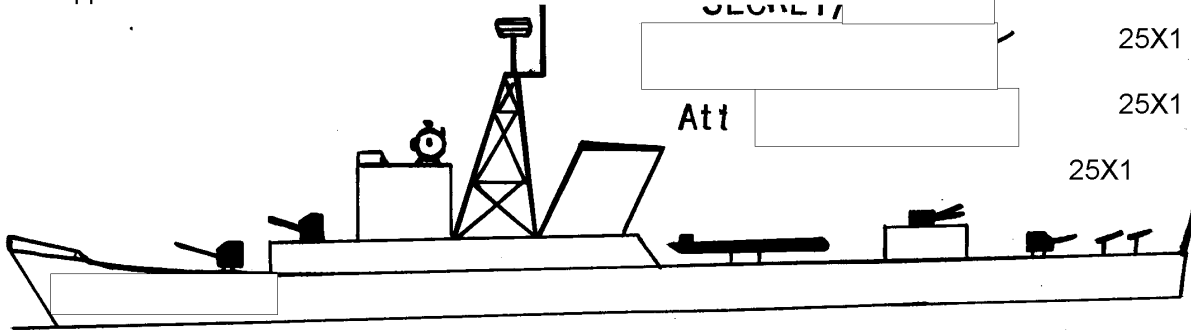
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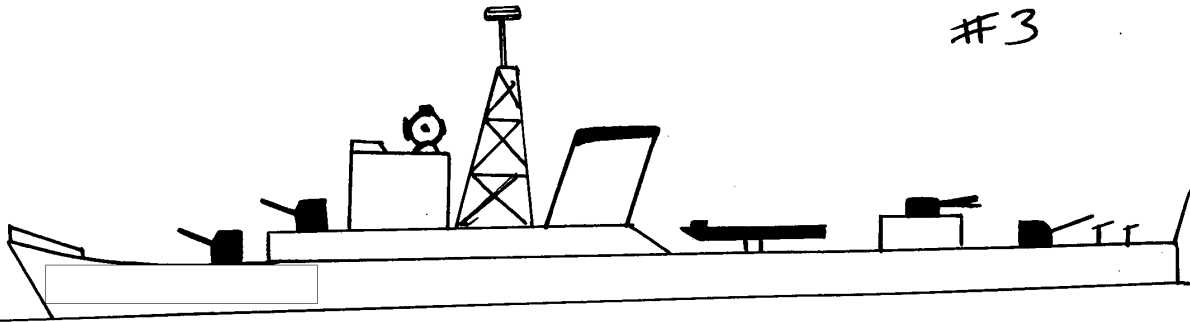
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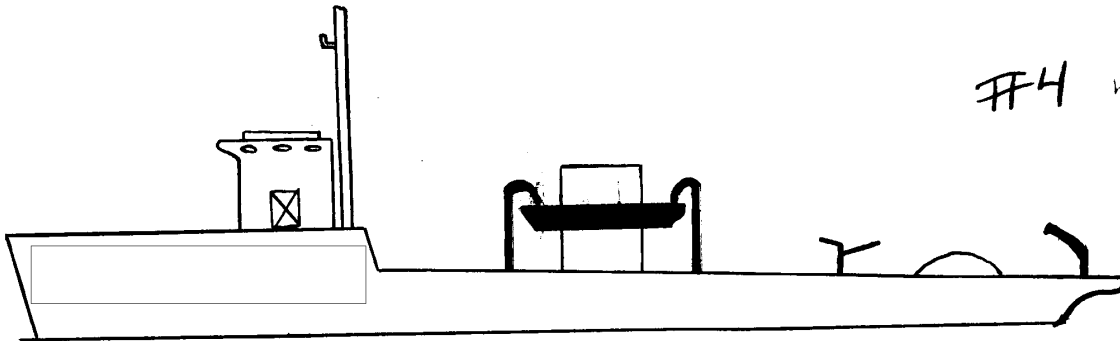
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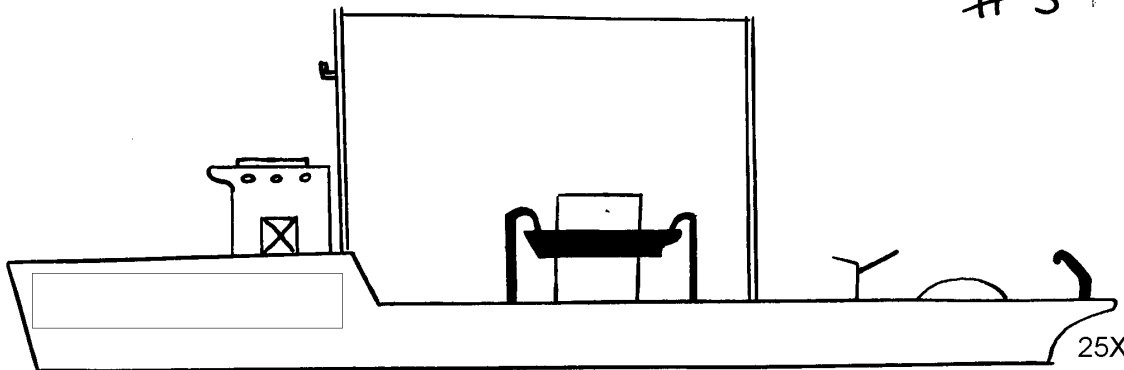
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Attachment G

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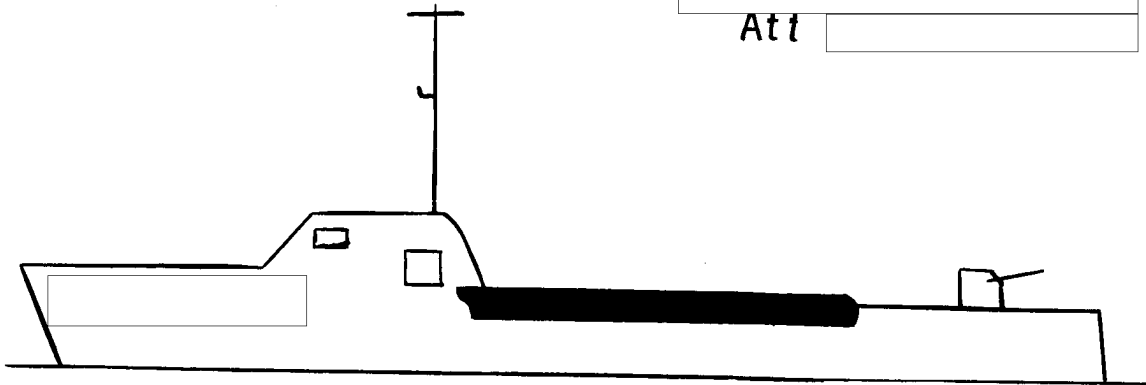
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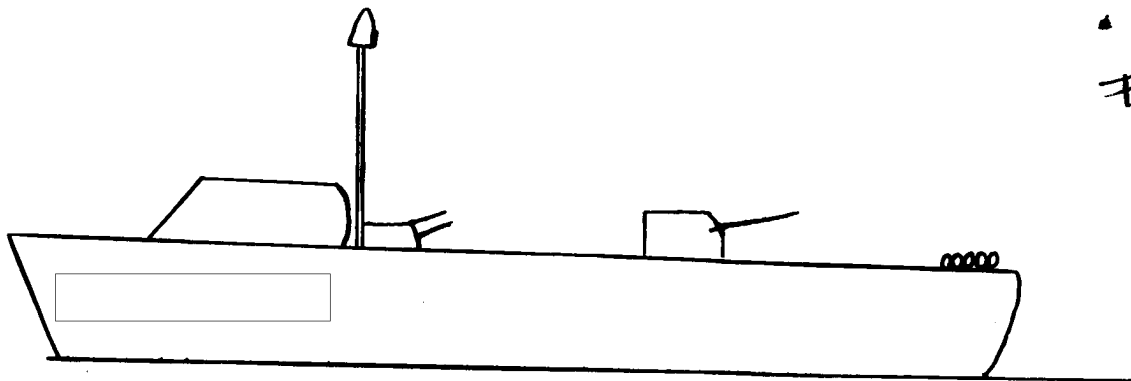
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#11

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Attachment C

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